

face the threat of a strike rather than the question of arbitration.

The suggestion has been made that the President might go outside the immediate controversy and propose to the railroad companies that they should permit the government to take possession of the lines by legislation some of the burdens now resting upon them. It is pointed out, however, that the President is without authority to give assurance to the end.

Another phase of the railroad situation, apart from the threatened strike, but related to it, was discussed today at the hearing before the Interstate Commerce Commission on the proposed increase in transcontinental rates. While the managers were in session in one part of the hotel the protests against the higher rates were formulating their objections in another part.

Many of the representatives of the shipping interests, chambers of commerce and other associations on the Pacific coast were as little satisfied with the President's plan for the settlement of the strike controversy as the railroad managers. They said the eight-hour day would mean another increase in freight rates and the shipper would eventually pay for the increase.

Roads to Ask Time.

When the President presents his plan to the railroad executives they will undoubtedly ask for time to consider it before making a reply. It is expected that they will place upon him the entire responsibility for the plan and the consequences resulting from it.

The President's scheme for bringing about a settlement provides that the railroad shall grant an eight-hour day with overtime pay for the extra hour and that the railroad companies should be permitted to make such other changes as they may see fit in the management of the roads, and the counter demands of the railroad, shall be made by the railroad companies.

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This scheme of settlement, the railroad managers assert, amounts to nothing more than giving the employees what they have already been getting, and the commission to be created with the approval of Congress, this commission to consist of three members, one appointed by the railroad, one by the employees and one by the President.

When Mr. Wilson sees the railroad presidents the committee of managers will not be present. It was decided last night that the committee should lay its plan fully before the presidents of the roads alone, and word to that effect was sent to the hotel where the managers and their chiefs are in session.

Before proposing his plan, it was learned to-night, Mr. Wilson had sought vainly for two days to have both sides accept some form of arbitration.

Men Meet President.

The conference between the President and the general committee of employees lasted about an hour. The committee members of the committee had assembled in the East Room they were introduced to the President by Carrington, their spokesman.

In his talk the President explained his feeling that a strike must be avoided at any cost because of the disastrous effect on the country. He then said that after listening to the greater part of the small committees representing the employees and the employees he had drawn up a plan which he thought was fair to both sides and which he hoped would be accepted by both.

The President declared he believed in the principle of the eight-hour day and that he would be glad to see the people of the United States have a similar view.

Regarding the collateral issues the President admitted that he was at a loss to say how they should be settled. If the question of overtime and other problems were left to him, he said, he would have to take the time to help him decide what would be fair. He added that in his belief there were enough honest men in the United States to settle these questions fairly and that he would be glad to see the people of the United States have a similar view.

When the men left they were invited to shake hands with the President. When about half of the men had done so, Mr. Carter, head of the engineers, noticed Mr. Wilson whispering occasionally as a hasty employee gripped his hand tightly. "Just touch and be done," he said.

"Mr. Carter said, 'He is unaccustomed to your kind of grip.'"

William Jennings Bryan, it developed today, has sought earnestly to prevent the strike by the application of his temporary peace plan, having telegraphed to heads of the various railroads and the Interstate Commerce Commission to put it into effect. It would provide for a truce of one year, during which time the contents of both sides should be thoroughly by a commission and a settlement attempted on the findings of the commission.

RAILROAD HEADS LEAVE.

Fourteen executives depart to confer with the President.

Indicating that the problem of the railroad strike had passed out of the hands of the conference committee of railroad managers, executives representing fourteen roads started for Washington in a special train from the Pennsylvania Station at 4 o'clock yesterday afternoon.

It has been contended by railroad managers that compliance with the demands of a four brotherhood would add \$100,000,000 a year to the railroad pay rolls of the country. This was computed on the basis of the original demand of an eight-hour day and time and a half for overtime. It is estimated now that even the concession of an eight-hour day with overtime at the same hourly pay would cost at least \$80,000,000. The managers were reluctant to pledge this sum away, hence the call for the railroad heads.

Those who started are: A. H. Smith, president of the New York Central; Frank Trumbull, chairman of the Chesapeake and Ohio; Benjamin F. Bush, receiver of the Missouri Pacific; H. H. Holden, president of the Chicago, Burlington and Quincy; W. W. Atterbury, vice-president of the Pennsylvania; W. J. Harahan, president of the Seaboard; L. L. Line, W. H. Truesdale, president of the Delaware, Lackawanna and Western; L. F. Lore, president of the Delaware and Hudson; E. J. Ferguson, vice-president of the New York Central; and Hartford; George W. Stevens, president of the Chesapeake and Ohio; R. G. Lovett, chairman of the Union Pacific; Julius Kruttschnitt, chairman of the Southern Pacific; F. D. Underwood, president of the Erie; and Daniel Willard, president of the B. and O.

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CARMEN AND SHORTS AGAIN IN DEADLOCK

Union Leaders Say Railroad Directors Must Yield To Day on Discharged Men.

WILL APPEAL TO MAYOR

Company Denies That Letting Men Out Breaks Promises Made in Agreement.

When the union carmen, headed by William B. Fitzgerald, called on Frank Hedley, general manager of the New York Railways Company, yesterday morning to demand the reinstatement of fourteen carmen who had been discharged after the strike, they got a shock. They were told by Mr. Hedley that he had no authority to treat with them on that question because the men had been ordered discharged by President Shonts and the board of directors.

The argument between Fitzgerald and his associates on one side and Mr. Hedley, aided by James L. Quackenbush, attorney for the company, on the other revolved around two clauses in the agreement that settled the strike last week.

The union men held to the clause which specified that all the men should be taken back to work "without prejudice." The company's officials called attention to the clause by which the men agreed not to interfere with the management in the exercise of duties necessary for efficiency.

With both sides deadlocked on that question Mr. Quackenbush announced that the company was ready to arbitrate any point of dispute between the company and the men. He said that the company was ready to leave to a board of arbitration the question as to whether or not the discharge of the fourteen men constituted a breach of the terms of the agreement.

But Fitzgerald said he was willing to submit everything else to arbitration except that point, holding that the wording of the agreement was specific.

Wants Quick Answer.

In view of Mr. Hedley's statement that he simply was acting as a soldier, obeying orders and carrying out the instruction of the board of directors, Mr. Fitzgerald requested that a meeting be held at the company's office to give an answer to the request for the return of the discharged men.

He said emphatically and clearly that he would not accept a delay of a week or more today the union would immediately call upon Mayor Mitchell and Chairman Straus of the Public Service Commission, who had undertaken the strike settlement agreement, and ask their good offices in getting the company to keep its promise.

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Not to Be Reexported.

It has become necessary, therefore, to make all exports to Sweden, with a few minor exceptions, dependent upon the production of a guarantee signed by the importer and sanctioned and registered by the proper department of the Swedish Government to the effect that both the goods and their products will not be reexported.

At the Foreign Office it is hoped that the new measures with regard to trade with Sweden will have the way to the strengthening of the blockade.

The present trade agreement between the two nations applies strictly to exports from the United Kingdom, and Sweden has declined positively to make any agreements with regard to imports from other nations. Imports from other nations into Sweden, however, must still be through the blockade, and in the event that Sweden is not willing to grant additional guarantees, it is said at the Foreign Office that further measures may be necessary.

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GERMAN GUNS GIVE AID

Petrograd Adds 7,506 Prisoners to Total in Carpathian Drive.

London, Aug. 17.—Russians and Teutons are deadlocked in Galicia and in the Carpathians. Stubborn fighting is reported in the latter region, but without decision.

The taking of many more Austrian prisoners, with much booty, is announced by the Russian War Office to-day. These new captures are to be added to the figures announced yesterday, which included 358,000 prisoners. Gen. Sakharoff in his most recent operations in the Carpathians took 158 officers, 7,308 men, 29 light field pieces, 17 heavy guns, 10 machine guns, 25 bomb throwers and more than 14,000 shells.

The Austrian official statement, telegraphed here from Vienna, says that the Austrians without Russian attacks of the greatest vigor in massed formations against the lines of Gen. von Boehm-Ermolli between Perapinka and "Pinsk." The attack lasted for twelve hours, but the Russians could not penetrate the Austrian entanglements except at Manapora, where they got into the first trenches, but were thrown out by the reserves. German artillery took part in the battle.

Austrians to Draw Back.

A despatch from a correspondent with the Russian army on the central front predicts a retirement of the Austrians in the center of the long line from Vilna to Pinsk because of Russian successes in Galicia. The despatch follows:

"The continued success of Gen. Brusiloff's two powerful movements, which gradually are enveloping Kovel and Lemberg, have begun to have a marked effect on the situation in the central portion of the front which, except for small Russian gains in the lake region south of Dvinsk, has remained virtually unaltered since the Russian left back to the autumn to the line from Dvinsk to the Pinsk marshes."

"The Austrian line now has needed so far before the repeated thrusts of the Southwest Russian forces in southern Poland and Galicia that the Germans are in danger of a flanking movement from the south and the automatic retirement of the forces opposed to the Russian center."

"Despite